

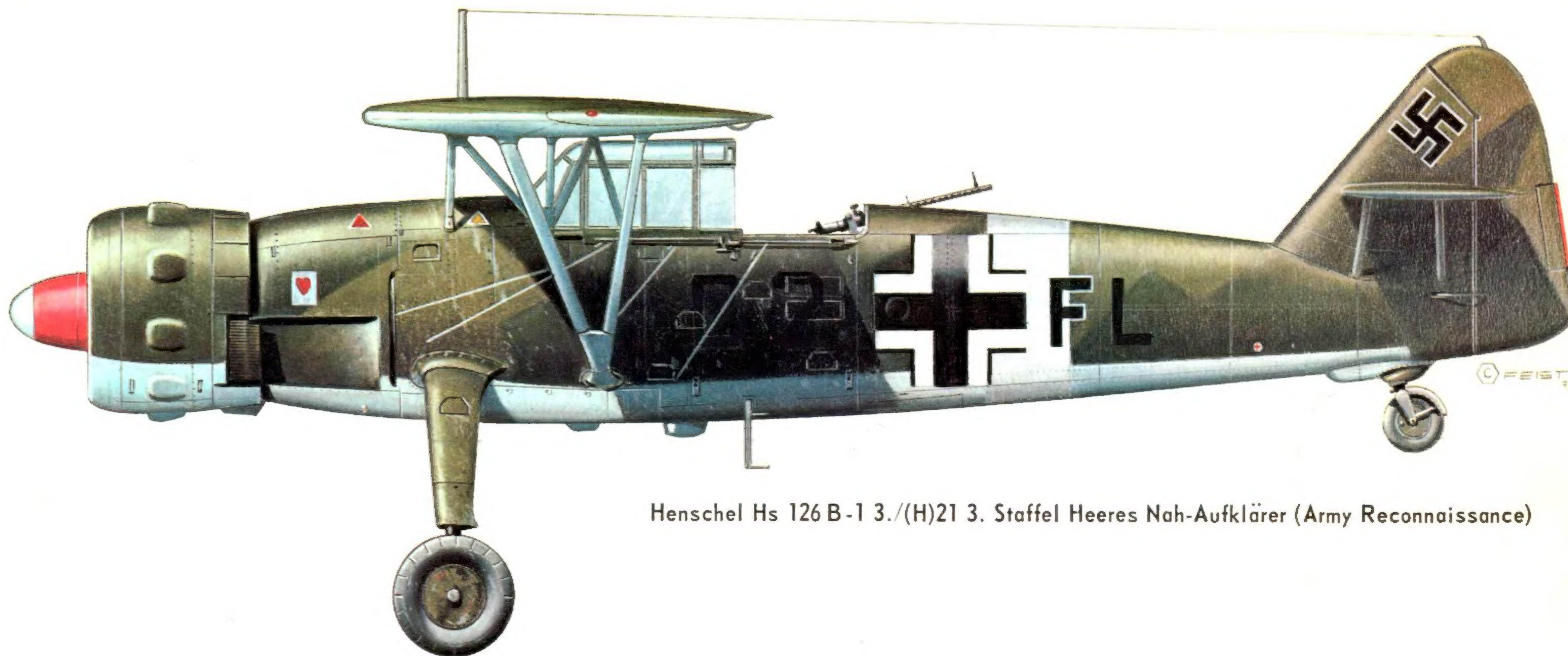


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Henschel Hs 126 B-1 3./ (H) 21 3. Staffel Heeres Nah-Aufklärer (Army Reconnaissance)

# Luftwaffe in Action



# Luftwaffe in Action

Created by Uwe Feist  
Captions Mike Dario



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Published in the United States by Squadron/Signal  
Publications.  
3515 East Ten Mile Road, Warren, Michigan 48091  
USA

## **INTRODUCTION**

*LUFTWAFFE IN ACTION* is a new concept. Between the covers of this book can be found some of the finest German wartime photographs ever taken. There is no text to speak of, since we feel there are enough publications available describing the aircraft in detail, but lacking the photo coverage that the discriminating collector and model builder is seeking.

Each of the photos is unique in the sense that only operational aircraft are shown. These are not manufacturer's publicity photographs that have been seen time after time, but propaganda shots originally meant to be published in German wartime publications. At least 90 percent of the pictures in this book have never been published before and it is our hope that you, the reader, will enjoy them for what they are.

*Mike Dario, Uwe Feist*

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# Henschel Hs126 Reconnaissance Aircraft



Emerging from the re-developed Hs 122 in late 1936, the first Hs126V1 was flown in the same year. The Henschel saw action for the first time in late fall of 1938, when six Hs126A's were dispatched to Spain to aid General Franco in his fight against the Republicans.

The Hs126 had an armament consisting of two 7.92mm MG 17 and carried a load of ten 22 lb. bombs which could be increased by an additional 110 lb. bomb carried on a special rack outside the fuselage.

The remaining aircraft were handed over to the Spanish Air Force after the successful conclusion of the war, where it served on with the Spaniards in Morocco.

With the outbreak of World War II, the Hs126 operated actively as a reconnaissance plane, bomber and destroyer on the Eastern Front as well as in the West.

By that time it was obvious that the Henschel Hs126 was too slow and insufficiently armed against the modern fighter planes of 1940 and production of this monoplane tapered off in favor of the Focke Wulf FW189. (See *Squadron/Signal Aircraft No. 1*).

Phasing out of first-line operations by mid 1942, the Hs126 served on in secondary roles as trainers, partisan hunters or as a tug for the DFS 230 glider. A total of 800 Henschel Hs126's had been produced by 1941 when production ceased.

## Technical Data HENSCHEL Hs126B-1

Producer:	Henschel Flugzeugwerke A.G. Kassel
Crew:	Pilot and observer / MG gunner
Type:	Two-seat reconnaissance and Army co-op aircraft
Dimensions:	Span 47 ft. 6in., length 35 ft. 7 in., height 12 ft. 3 in.
Engine:	One 9 cylinder BMW Bramo Fafnir 323, air cooled, 850 h.p.
Weight:	Loaded 3.5 t, empty 2.1 t
Performance:	Speed: 217 m.p.h. at 13,100 ft. Range: 445 miles at 208 m.p.h. (2 hrs. 15 min.) Altitude: 19,680 ft.
Armament:	One fixed forward firing 7.92mm MG17 (with 500 rounds) One flexible mounted (rear cockpit) 7.92mm MG15 (950 rounds)
As light bomber:	Ten 22 lb. bombs in aft fuselage bay One 110 lb. bomb port side fuselage

The large size of this single engined aircraft is apparent in this photo. The Luftwaffe mechanic stands upright under the belly, flanked on either side by the landing gear struts.





The Eastern border of Germany, August, 1939, on the eve of the invasion of Poland; a Staffel of Hs126 reconnaissance planes lie hidden under the tree line adjacent to a grassy field that will be used for a runway.

Another view of the same Staffel of Hs126s. Interesting to note is the rearing white horse Staffel insignia on the aircraft, directly beneath the cabane struts.

As one of the ground crew warms up the engine of this Hs126, the pilot and observer are helped into their parachutes prior to takeoff.







Above: All set to go! The observer climbs up into the rear cockpit with his parachute straps dangling behind him. This small, compact parachute pack was only two-thirds the size of the type used by paratroopers.

The observer checks the tools of his trade — maps, charts, camera, lenses, extra film, and extra ammunition for the rear-firing MG15 machine gun.

Right: Holding the camera, the observer poses for the photographer while the pilot cranes his neck around to see what is delaying the takeoff.





# takeoff...

*Right:* With the forward canopy closed and the engine roaring, the big plane turns into the wind for its takeoff.

Winter operations. An Hs126B-1 of 3/Army Co-operation Group 21 taxis on the icy runway with its flaps down after returning from a mission over Soviet positions.

*Below:* The same aircraft, P2+LL, in winter camouflage. The aircraft in the background is a Focke Wulf FW189, designed to replace the Hs126, but both types operated side-by-side until the breakdown of the Luftwaffe's supply system.





... in flight ... at work



Henschel Hs126 at work. This splendid photo shows the observer half way out of his cockpit with his camera. The peaceful countryside below is East Prussia, as this photo was shot on a training mission over Germany.





Left: A pair of Hs126B-1's wait at a repair depot before being returned to the front for more action. The thin white diagonal lines seen on the fuselage sides of these and most other Hs126's were painted there to aid the observer in lining up his camera with the subjects to be photographed.



An Hs126 tied down to the runway and covered with canvas for protection against the wind. A Ju87D-3 roars overhead and a He111 bomber can be seen behind the landing gear of the Henschel.

Left: Mechanics swarm over the engine of this Hs126B-1 of 3 Staffel, Army Co-operation Group 21, Eastern Front, fall, 1941.





A winter camouflaged Hs126 heads for its home base after a mission over Soviet positions. The small device under the tail behind the tail wheel is a glider towing attachment. The Hs126 was powerful enough to tow a fully laden DFS230 glider or an empty Gotha Go242 glider.



Battle damage. The tail of this Hs126 was struck by large fragments when a 76mm Soviet anti-aircraft shell detonated under the horizontal stabilizer.



An aircraft that did not participate in the Polish campaign or any other. Training accident in Germany, 1938.



A downed Hs126 in the Libyan desert. The aircraft is a member of 2 Staffel, Army Co-operation Group 14 and has been camouflaged by adding tan paint to the original green upper surfaces.





This Hs126 is fuelled while the pilot and observer stand by and watch. They seem to be the only two in the photo who are dressed warm enough for a day like this.



# Heinkel He115 Seaplane

Flown for the first time in August 1937, the all-metal monoplane was already obsolete for its role as a Torpedo-Bomber before the outbreak of World War II.

The Norwegian, Danish, as well as the Swedish Air Forces purchased several He115's. Also the RLM prepared to equip their coastal patrol groups (Küstenfliegergruppen) with the floatplane.

Operating mainly from bases in Norway, the He115 proved to be a reliable airplane which handled well both in the water and in the air.

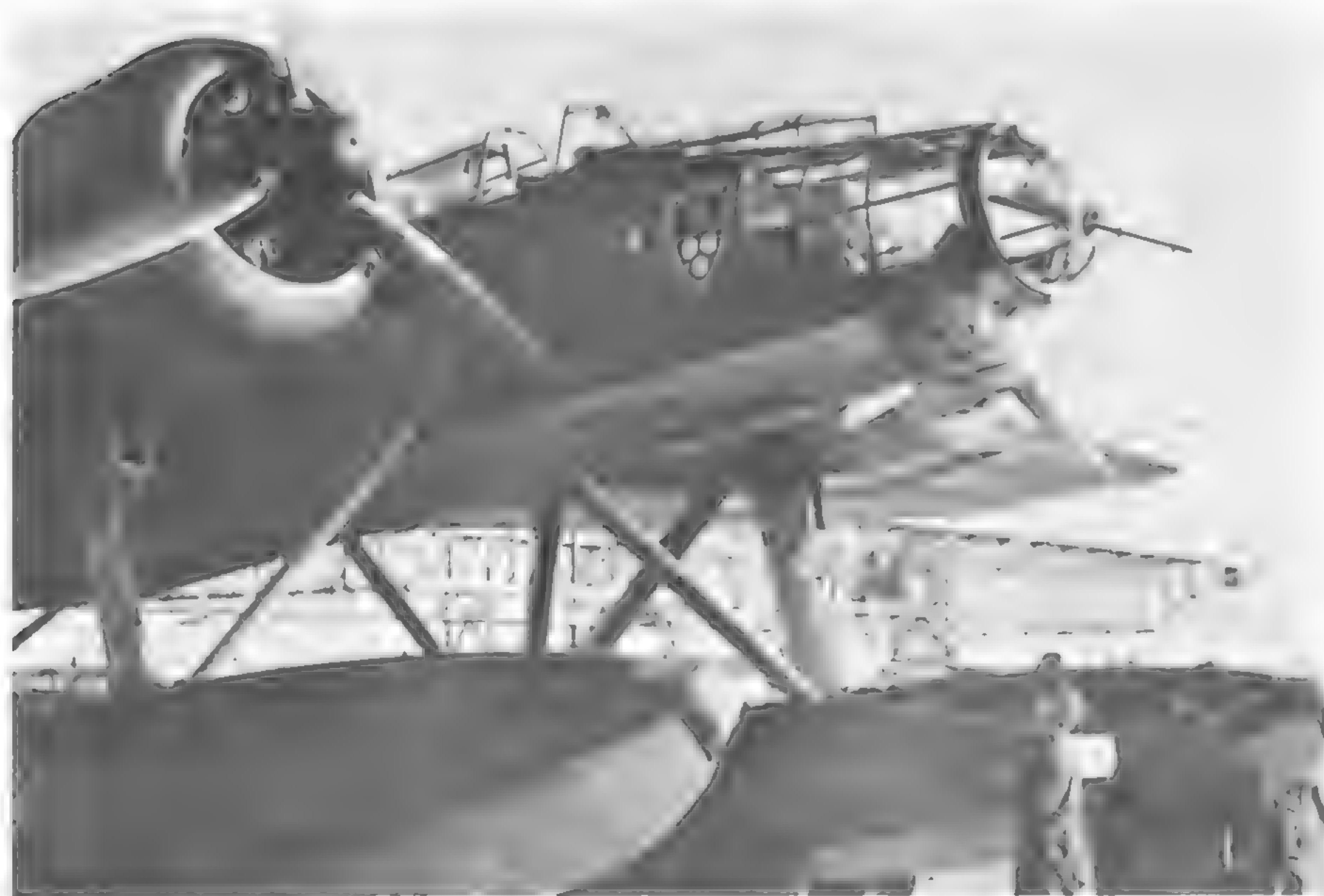
Heinkel He115's participated in the destruction of numerous vessels of the PQ convoys carrying lend-lease goods to the Russian ports of Murmansk and Archangel.

The ill-fated convoy PQ 17 was first attacked by He115's of the 1 Küstenflieger Gruppe 406 and subsequently destroyed by a combined force of U-boats and Ju88's, He111's and He115C's.

Production of the Heinkel He115 floatplane phased out in late 1940 after 138 planes were built.

## Technical Data HEINKEL He 115C-1 Float Seaplane

Producer:	Ernst Heinkel Flugzeugwerke, later Weser Flugzeugbau.
Crew:	3 men: pilot, observer, radio/operator
Type:	General-purpose, torpedo-bomber.
Dimensions:	Span 73 ft., Length 56 ft. 9 in. Height 21 ft. 7 in.
Engines:	Two 9 cylinder BMW 132 K radial, air cooled, 960 h.p.
Weight:	Loaded 23,550 lbs., empty 15,150 lbs.
Performance:	Speed: 180 m.p.h. at 6550 ft. Range: 1740 miles Altitude: 16,945 ft.
Armament:	One fixed 15mm MG151 cannon One flexible 7.92mm MG15 (nose) (525 rounds) Two fixed aft firing MG17 (engine nacelle) One flexible 7.92mm MG15 (dorsal) (1500 rounds)



This He115B-1 bears the three dice and dice cup insignia of 1 Staffel, Coastal Group 206.





*Left: An aircraft of Coastal Group 406 shown as the crew confer before a flight. Note the inflatable rubber life jackets worn by the crewmen on the right, while the one on the left wears the early style cork-filled life jacket.*

*The same aircraft, K6+NH. Worthy of note in this view are the large elevator and rudder mass balances that jut out from the control surfaces like the horns of a bull. The wake made by the floats suggests that the boat in the foreground is pushing the aircraft out into the fjord.*



*Below: A ground crewman checks out the ball machine gun mount on the nose of an Hellcat. The Hellcat normally carried a crew of only three and sometimes four.*





... in flight



An He115B-1 of 1 Staffel, Coastal Group 506 flies along the Norwegian coast during 1941.





Above: The same aircraft of Coastal Group 506 makes a run over the camera, showing off its light blue undersides and float bottoms.



An He 115C with the 15mm MG151 gun mount under its nose. This is aircraft K6+EH of 1 Staffel, Coastal Group 406.

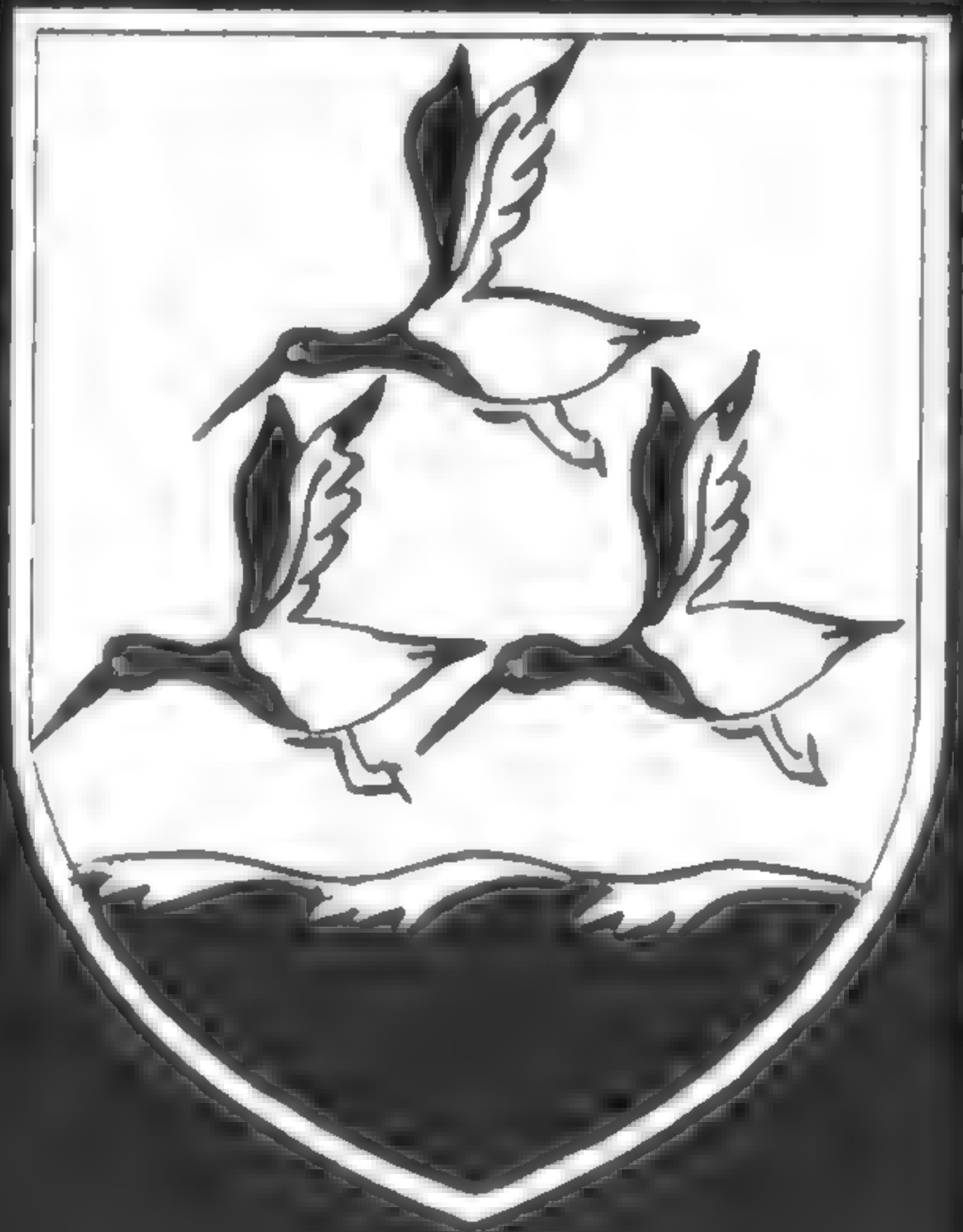
Left: K6+GH, a Heinkel He 115B-1 patrol bomber of Coastal Group 406 flies low over a Norwegian fjord.



1.Kü.FI.Gr.206



1.Kü.FI.Gr.506



Her engines and nose encased in protective canvas, this He115C is about to be secured on the shore. Note the Ju52 floatplane in the background.



Once the large floatplane is out of the water, it is determined that the port float will have to be replaced with another.





Left: K6+GH, an He115B-1, is pulled to shore for maintenance on its port float. Note the large rubber flotation bladder placed under the tail of the aircraft.

Engine maintenance on an He115C. Barely visible in the photo are the yellow painted wingtips on the undersurfaces of the wings.



Below: Buttoning up the engines after a long flight. The chin-mounted 15mm MG151 cannon shows up well in this photo of an He115C.







*Left:* A combination of technical know-how, body english, strong language and brute strength are the tools used to free the release pins from the struts and the float is free.

A half-dozen mechanics manhandle the new float up to the dolly. The heavy coat of ice on the ground makes matters only a little easier.

*Below:* The new float is placed on the wheeled dolly so that it may be properly positioned under the attachment points on the struts.







Bombing up an He115B-1 with 200 kilogram bombs. The long narrow bomb bay was capable of carrying either bombs, aerial mines, depth charges or a torpedo.





Above: The officer at the right is the Luftwaffe colonel commanding 1/Coastal Group 406. His unit received much acclaim for the part it played in the destruction of Allied convoy PQ 17 in July of 1941, when the He115's were used as torpedo planes.

Aircraft K6+TH, a He115C with the special 20mm MG151/20 gun mount under the nose. This and all other aircraft of 1/Coastal Group 406 were based at Kirkenes in Norway during 1941-1942.

Left: Luftwaffe officers of Bombing Wing 26 tour the facilities at Kirkenes. The large teardrop fairing under the He115C's 15mm MG151 was used to catch the expended shell casings when the gun was fired.



Designed as a potential successor of the Messerschmitt Bf110, the first prototype, the Messerschmitt Me210V1 equipped with a twin fin-rudder tail assembly, flew in September 1939.

The twin tail assembly proved to be unsatisfactory and an entirely new tail assembly was designed for the Me210. Unsatisfactory handling characteristics were experienced during the first test flight, and despite numerous changes the overall shortcomings of this design could not be rectified.

The first Me210A-0 left the assembly line in 1941. Service evaluations throughout 1941 clearly proved the aircraft totally unsuitable for operational service and production of the Me210 was stopped in early 1942. Approximately 200 Me210's had been built with an additional 370 planes being in various stages of construction.

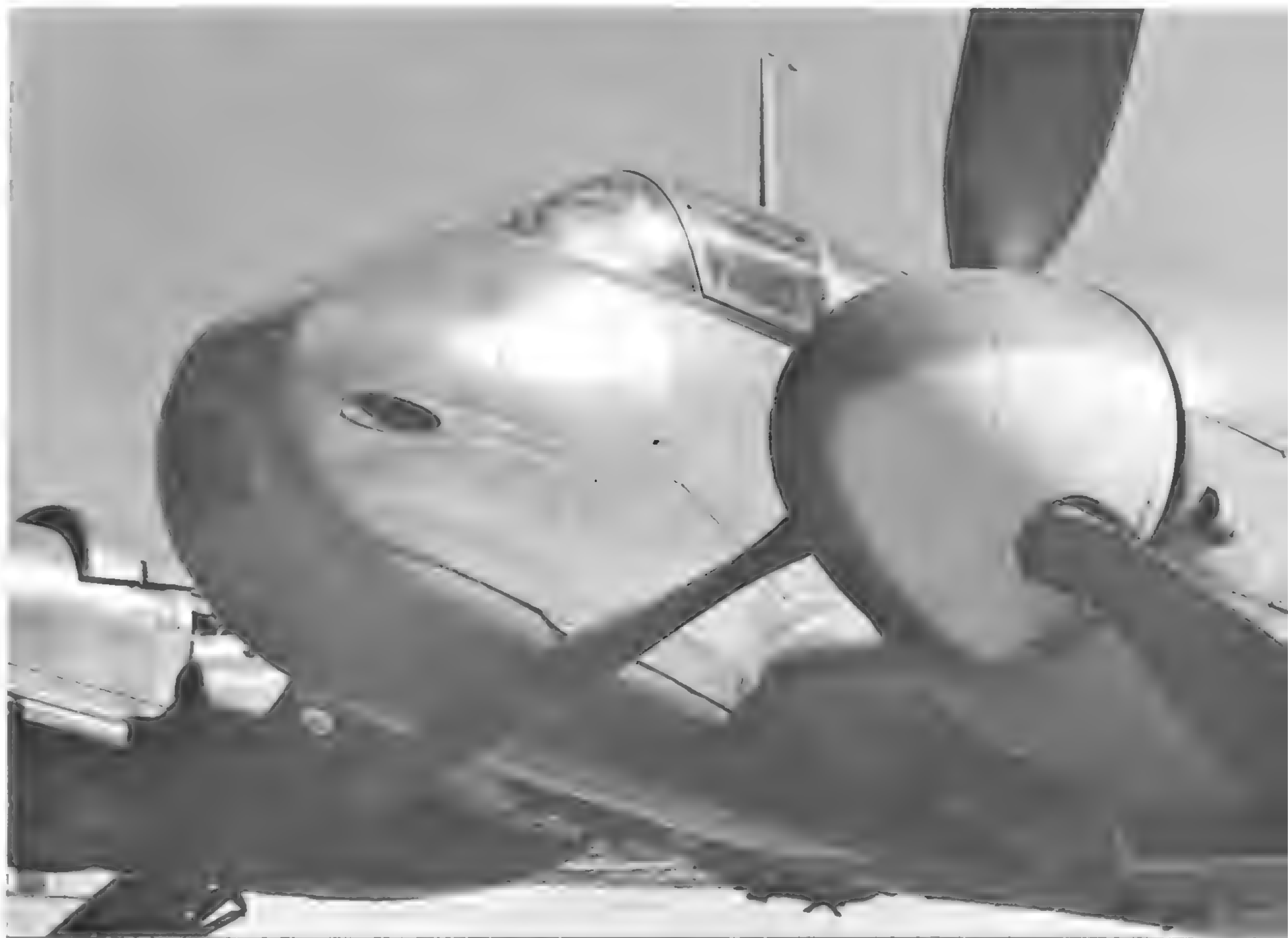
By this time however, the primary difficulties with the Me210 had been eliminated and production of this modified plane designated Me410, started nine months later. The Me410 proved to be a satisfactory plane with good handling characteristics, and after a total of 1155 Me410's were built, production of this twin-engined heavy fighter was halted in late 1944.

### Technical Data MESSERSCHMITT Me 210 A-1

**Producer:** Messerschmitt and MIAG  
**Crew:** Pilot & radio-operator/gunner  
**Type:** Heavy Fighter  
**Dimensions:** Span 53 ft. 7 in., Length 40 ft.  
Height 14 ft.  
**Engine:** Two 12 cylinder Daimler-Benz  
DB 601F inverted-vee  
(liquid cooled 1350 h.p.)  
**Weight:** Loaded 21,390 lbs., empty 15,580 lbs.  
**Performance:** Speed: 350 m.p.h. at 17,820 ft.  
Range: 1130 miles  
Altitude: 29,200 ft.

The nose of an Me210A-2 showing the forward firing 20mm MG151's (outboard) and the two MG17 machine guns. Also visible are the four underwing bomb attachment points.

# Heavy Fighter Messerschmitt Me210







Above: The starboard side of an Me210A-1. Note how one quarter of each prop spinner has been overpainted with white paint in a rather haphazard manner.



A Me210A-1. Note the absence of the underwing bomb attachment points; the one main difference between the Me210A-1 and A-2 variants.



Right: A mechanic warms up the starboard engine of this Me210. The rear canopy hatch has been closed in this photo.





Above: Looking into the front cockpit of an Me210. The control column and the Revi reflector gun sight are plainly visible.



The rear cockpit of the Me210 showing the sighting mechanism and the remote control firing equipment for the rear-firing machine guns.



Right: Maintenance on the remote control equipment. The gun, a 13mm MG131, is seen to advantage with the teardrop-shaped fairing removed.





The remote-controlled FDL MG131 machine guns with 450 r.p.g.



Refitting the camera of the Me210 Reconnaissance Aircraft.  
Note the cartridge chute under the MG131 housing.





Above: Me210A-1 2H+DA. Note how the canopy entrance hatches hinged upward on the canopy centerline. In an emergency, the entire canopy could be jettisoned for quick exits.



Maintenance in the cockpit. The rear seat has been removed and is lying on the wing.



Right: 2H+DA on the runway at Soesterburg airfield in Holland. Versuchstaffel 210 was formed to develop combat tactics for the Me210 and to give it its operational break-in.





View from the tail showing the bulging canopy and the flat optical panels for sighting the rear-firing MG131's.

The same aircraft, showing the starboard side and the generator plugged into the battery attachment point for recharging the batteries.

Warming up the 12 cylinder Daimler-Benz engines.





... Airborne





2.(F)/122



... Messerschmitt Me210 on takeoff

A Me210 of Test Squadron 210 moves out to the runway, Holland, fall, 1942.







2H+AA was the squadron commander's aircraft and was flown on only two occasions – once for these photographs, and the second time, on a combat mission, however before the enemy was contacted, the aircraft went into a spin from which the pilot never recovered.



# Focke Wulf FW200

## "Condor"

### Technical Data FOCKE WULF FW200 C-3

**Producer:** Focke Wulf Flugzeugbau GmbH, Bremen

**Crew:** 7 Men

**Type:** Long-range maritime reconnaissance bomber

**Dimensions:** Span 107 ft. 7 in., Length 76 ft. 11 in., Height 20 ft. 8 in.

**Engine:** Four 9 cylinder BMW Bramo 323 R-2 Fafnir, air cooled, 1200 h.p.

**Weight:** Loaded 50,050 lbs., empty 28,550 lbs.

**Performance:** Speed: 224 m.p.h. at 15,750 ft.  
Range: 2760 miles  
Altitude: 19,000 ft.

**Armament:** One 7.92mm MG15 forward dorsal turret (1000 rounds)  
One 13mm MG131 aft dorsal (350 rounds)  
Two 13mm MG131 aft beam hatches (300 rounds each)  
One 20mm MG131 forward (500 rounds)  
One 7.92mm MG15 aft position (1000 rounds)  
Twelve 110 lb. bombs (50 kg. SC 50)  
Two 550 lb. bombs (250 kg. SC 250)  
Two 1100 lb. bombs (500 kg. SC 500)

The undersurfaces of this FW200 C3/U1 of KG40 are mirrored in the puddles on the Merignac hardstand as it runs up its engines prior to takeoff.







Above: Adolf Hitler visiting aircrews of KG40 at Merignac airfield in Bordeaux, France, 1942. Note the diversity of uniforms. The SS airman at the far right wears the sleeve insignia of a Luftwaffe colonel on his leather flight jacket.



Right: "Immelmann III", the FW200 V3 26+00 which was Adolf Hitler's personal transport aircraft, shown here in standard wartime two-tone green splinter-pattern camouflage. The two-bladed controlled pitch propellers were standard on FW200 V1 through V4 aircraft.



SS Obergruppenführer Reinhard Heydrich, chief of the SS security service, peers out of the cockpit of his personal FW200 transport. Note the curtain on the window below the dorsal turret.





Ground crew personnel transfer new oxygen to F8+CR, a FW200 C3 of KG40. The French Renault truck shown in the photo is a type that was used widely in all branches of the German armed forces.



A closeup of the bombardier's gondola of a FW200 C3/U2, showing the forward firing MG15 machine gun and the fairing housing the Lotfe 7 bombsight.





Above: An ex-Lufthansa FW200 V2 pressed into service as a Luftwaffe cargo plane during the airlift to relieve encircled German ground forces at Demyansk on the East Front in 1942.



A close shot of the huge dual tires and landing gear struts of a FW200.

Right: The Luftwaffe takes delivery of a new FW200 C3/U1. Here, the ground crew push the aircraft toward its place on the taxi strip.





## Blindflugschule B36

The nose of the veteran FW200 showing the markings of Instrument Flight School 36, a blindfolded cow on a red and yellow quartered circle.



*Below:* Another photo of the new C3/U1. The large size of the FW200 is worth noting by comparison with the ground crew. The Ju88's in the background are part of KG40's medium bomber Gruppe.





Right: A "Condor" circles the runway to gain altitude.

The FW200 C3 taxis across the field for another sortie during the Demyansk airlift.

Below: This C3 is a real veteran! Her rudder shows that she sunk two allied ships while a member of KG40 in France; she now bears the markings of Instrument Flight School 36, but is being used as a cargo transport during the emergency airlift.





3./Ku.Fl.Gr.106



### Technical Data

#### HEINKEL He59 B-2 Float-Seaplane

Producer:	Arado Flugzeugwerke GmbH.
Crew:	4 men: pilot, radio-operator, bombardier, gunner
Type:	Torpedo-bomber, reconnaissance plane
Dimensions:	Span 77 ft. 9 in., Length 57 ft., Height 23 ft. 3 in.
Engine:	Two 12 cylinder BMW V1 ZU liquid cooled, 660 h.p.
Weight:	Loaded 20,060 lbs., empty 11,020 lbs.
Performance:	Speed: 137 m.p.h. Range: 950 miles Altitude: 11,480 ft.
Armament:	One 7.92mm MG15 nose position (950 rounds) One 7.92mm MG15 ventral position (650 rounds) Four 550 lb. bombs (250 kg.) Two 1100 lb. bombs (500 kg.) or Twenty 110 lb. bombs (50 kg.) or One 2200 lb. torpedo (1000 kg.)

Bomb racks full, engines ticking over, the large floatplane is lifted from the jetty into the water.

# Seaplane Heinkel He59B-2

Designed in 1930, the first specifications called for a plane to operate with either wheel or float undercarriages.

Production of the He59 began in fall of 1933 and delivery to the Fliegerschulen (pilot schools) started a year later by the Arado Flugzeugwerke who built the floatplane under license from Heinkel.

The Heinkel He59's saw their first combat operation in 1936 when ten He59B's had been included in the Legion Condor, Germany's contribution to aid the Spanish Nationalists in their fight against the communist supported Republican Forces.

In an operation during the invasion of Holland in 1940, twelve He59's loaded with German soldiers and their weapons took off from the Zwischenahner See (a lake in Northwest Germany) and landed on the Maas River in the heart of Rotterdam, disembarking the troops who successfully occupied and held a vital bridge.

He59C and D's also served as "Sea Rescue planes" (Seenotstaffel) during the "Battle of Britain" but were later replaced by Dornier Do18 and Do24's.

After a total of 140 floatplanes were built, production of the He59 phased out in early 1938.







Its flight completed, an He59 has been beached at the top of the beaching ramp as the pilot and co-pilot, both navy officers (Kapitän zur See and Oberleutnant zur See) converse in the foreground. Note the Air Force style rank markings on the sleeves of their flight jackets.

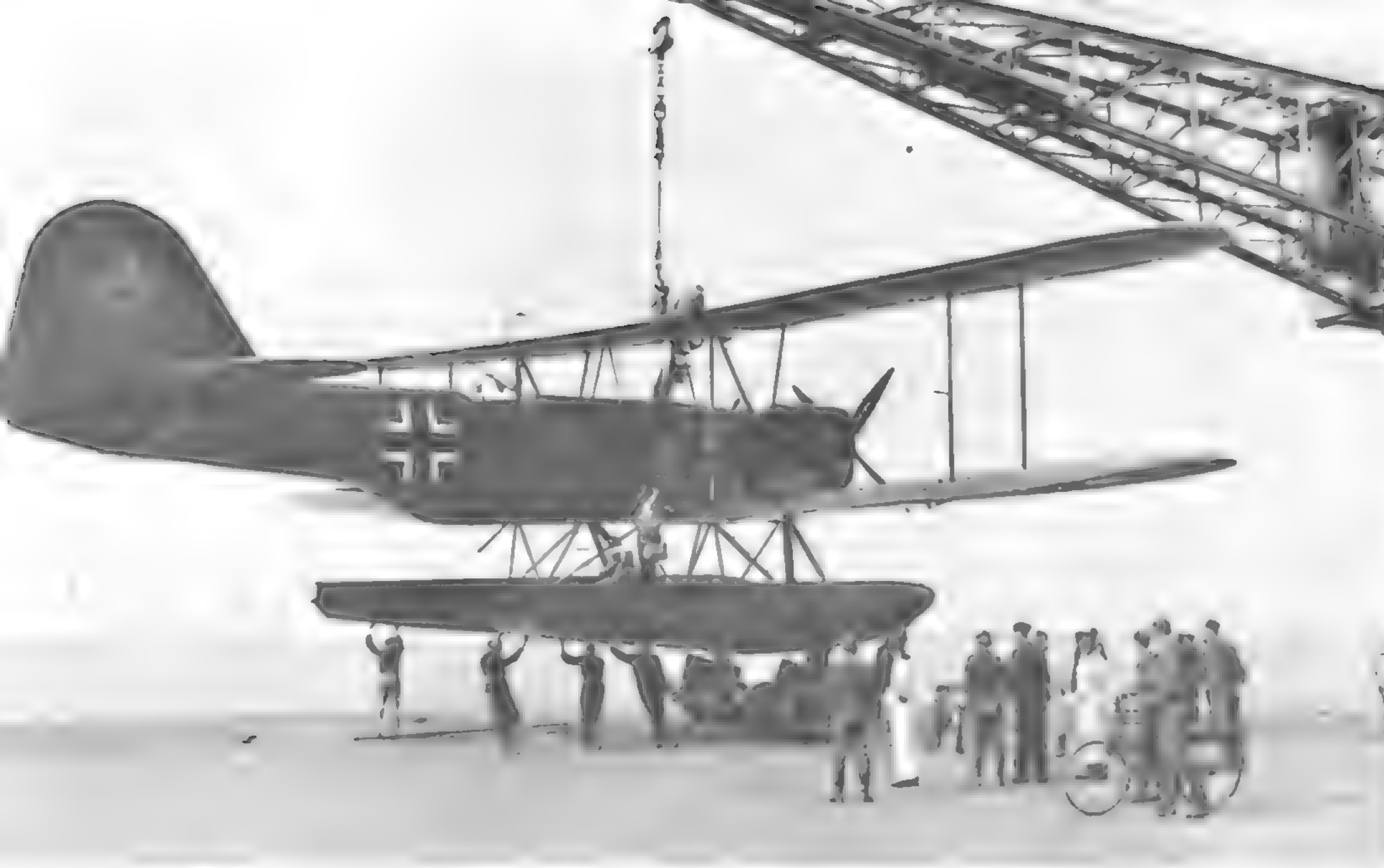


A Luftwaffe sergeant-pilot (in cockpit) and a Naval flight officer discuss details before a flight. Most Coastal Groups operated with mixed flight and ground crews of both Luftwaffe and Kriegsmarine personnel.



Left: The all Navy crew of M2+TL, another He59 of 3 Staffel, Coastal Group 106, poses for the camera before a flight. Both this aircraft and the one in the preceding photos features the standard two-tone green camouflage pattern.





Above: M2+RW, a He59B-2 of 3 Staffel, Coastal Group 106 gets set to be lifted from the jetty into the water.



A He59B-2, PY+NI is hoisted up to be placed in the water. Note the beaching dollies directly below the floats in this photo.

Left: Here's a switch — the tow boat is being steered by a member of the Luftwaffe while members of the Kriegsmarine check the floats and rigging of the floatplane after a flight.



# Heinkel He60D Seaplane



Tests of the first He60a prototype revealed excellent flight characteristics, but proved the plane to be underpowered.

Powered by a 750 h.p. BMW 12 cylinder engine, the He60b did not show any big improvements, therefore it was decided to retain the original power plant.

Arado Flugzeugwerke and Weser Flugzeugbau shared in the production of the floatplane, building 100 each.

Six Heinkel He60D's purchased by the Spanish Nationalist Forces, were sent to Spain in 1936 with the Legion Condor.

With its limited defensive armament and low performance, the He60 was withdrawn from first line duty in the early months of the war.

Continuing to operate in a secondary role up to late 1943, the floatplane was finally removed from the Luftwaffe's inventory.

## Technical Data HEINKEL He60C Float Seaplane

Producer:	Arado Flugzeugwerke, Weser Flugzeugbau
Crew:	2 men: pilot, gunner-observer
Type:	Short range reconnaissance plane
Dimensions:	Span 42 ft. 4 in., Length 37 ft. 8 in., Height 16 ft.
Engine:	One 12 cylinder BMW V1 Zu liquid cooled, 660 h.p.
Weight:	Loaded 7840 lbs., empty 5310 lbs.
Performance:	Speed: 140 m.p.h. Range: 480 miles Altitude: 16,400 ft.
Armament:	One 7.92mm. MG15 flexible mounted rear firing (820 rounds)

A He60D SD+WJ roars across the calm water before lifting off on patrol.





K6+PF, a He60D of Coastal Group 406 flies low over a convoy bound for Norway during the Norwegian Campaign of 1940.



Above: Heinkel He60D floatplanes on their beaching dollies lined up for a squadron inspection in Northern Germany, early 1940.

Ground crew personnel, some of them up to their armpits in the cold North Sea water, pull a He60D up to the beaching ramp.



# Arado Ar96B Trainer

An Ar96B of Fighter School 2. Note the trough for the single forward-firing machine gun on the engine cowling.



**Jagdflieger Schule 2**

In late 1936, the prototype of the Arado's newly designed trainer, the Ar96V1 made its first test flights. Production of the Ar96 began in 1939, making the low winged monoplane the standard trainer of the Luftwaffe.

The excellent handling characteristics and robust construction made the Arado Ar96 a very safe plane for students to fly, keeping accidents down to a minimum.

Built throughout the war in great numbers, a total of approximately 3500 Ar96's left the production lines of Arado and Letov in Czechoslovakia. The Ar96B was powered by an Argus 12 cylinder As 410 A engine which also powered the early Henschel Hs129 and the Focke Wulf FW189 (See *Squadron/Signal Aircraft No. 1*).

Letov continued producing the Ar96B for the new Czechoslovakian Air Force until late 1948 when the last C. 2 B-1 (Ar96B) left the production line.





Left: A pair of Arado Ar96B advanced trainers from Fighter School 2 of Zerbst fly past the camera plane. Aircraft 254 in the foreground is overall RLM Grey 02, while 262 sports the two-tone green splinter pattern camouflage.



An already famous photo of Fighter Group 54's "hack" aircraft, a Bücker Bü131 Jungmeister basic trainer, shown here being camouflaged by brush, on the Eastern Front, 1941.

Left: Aircraft 250 again, showing its RLM Grey colorscheme to advantage. The large "250" on the side of the fuselage is yellow with thin black edging.





A Gotha Go145 basic trainer bearing the markings of the Luftwaffe Luftdienst, prepares for a takeoff.

A Klemm K1106 trainer makes a visit to an Air Force technical airfield. The large aircraft in the background is a British Short "Sterling" bomber that was forced down over Germany during a British raid.

*Right:* The Klemm is painted in the RLM Grey that was common to most trainers, but the yellow band around the fuselage, normally symbolizing an aircraft operating on the Russian Front, is somewhat of a mystery.





# Trainer Klemm KI106

Klemm KI106, bearing the markings of 7 Staffel, Fighter Group 54, a white wooden shoe with wings. The aircraft features standard green splinter camouflage on the flying surfaces, but the fuselage has a green mottle sprayed over the RLM Grey base color.





# Gotha Go242 Glider

With a capacity to accommodate up to 21 fully equipped soldiers, as well as 2 crew members, the Go242 Glider played a vital role in supplying encircled troops on the Eastern Front, bringing in reinforcements and evacuating casualties.

Decisions to develop a transport glider were prompted by the successful employment of the DFS230 glider in the West.

The glider was of plywood-fabric and welded steel tube construction with a total empty weight of 7000 lbs.

Flight testing began in early 1941 and the first dozen gliders were delivered to the Luftwaffe in August of the same year.

A total of approximately 1400 Go242 Lastensegler (gliders) were built when production stopped in the middle of 1944, with an additional 135 aircraft being converted into powered Go244 cargo-troop transports.



## Technical Data GOTH A Go242A LASTENSEGLER (Glider)

Producer:	Gothaer Waggonfabrik A.G.
Crew:	2 men: pilot and co-pilot
Type:	Assault and transport-glider
Dimensions:	Span 80 ft. 4 in., Length 51 ft. 10 in., Height 13 ft. 11 in.
Weight:	Loaded 16,100 lbs. maximum overload Empty 7000 lbs.
Performance:	Speed: 180 m.p.h. gliding Towing speed 140 m.p.h. maximum
Armament:	Four 7.92mm MG15

A Gotha with a unique sharkmouth design being loaded in Sicily before a flight to Tunisia. The Luftwaffe officer in the foreground is wearing his summer khaki uniform, white hat cover, and footgear that are most appropriate, but do not seem to be Wehrmacht or Luftwaffe issue.





Left: VC+OI, disgorging a dark grey Kübelwagen. Note the large "V" marking on the Kübelwagen, as well as on the truck in the background of the photo.



Unloading a Go242A-1 coded KE OC. The rear of the glider was held in place by hinges on the top of the fuselage that allowed the rear to be swung upward for loading and unloading.

"White Ten", a Go242A-1 awaiting takeoff from an airfield in Southern Russia. The Ju87D aircraft in the background were used as glider tugs for both Go242 and DFS230 gliders.





Left: KM+IO, a Go242A-1 bearing dark and medium grey uppersurfaces and medium grey mottle over the grey-green RLM Grey 02 sides.



Above: A Gotha Go242A-1 cargo glider coded VC+OI, being towed across the Mediterranean.

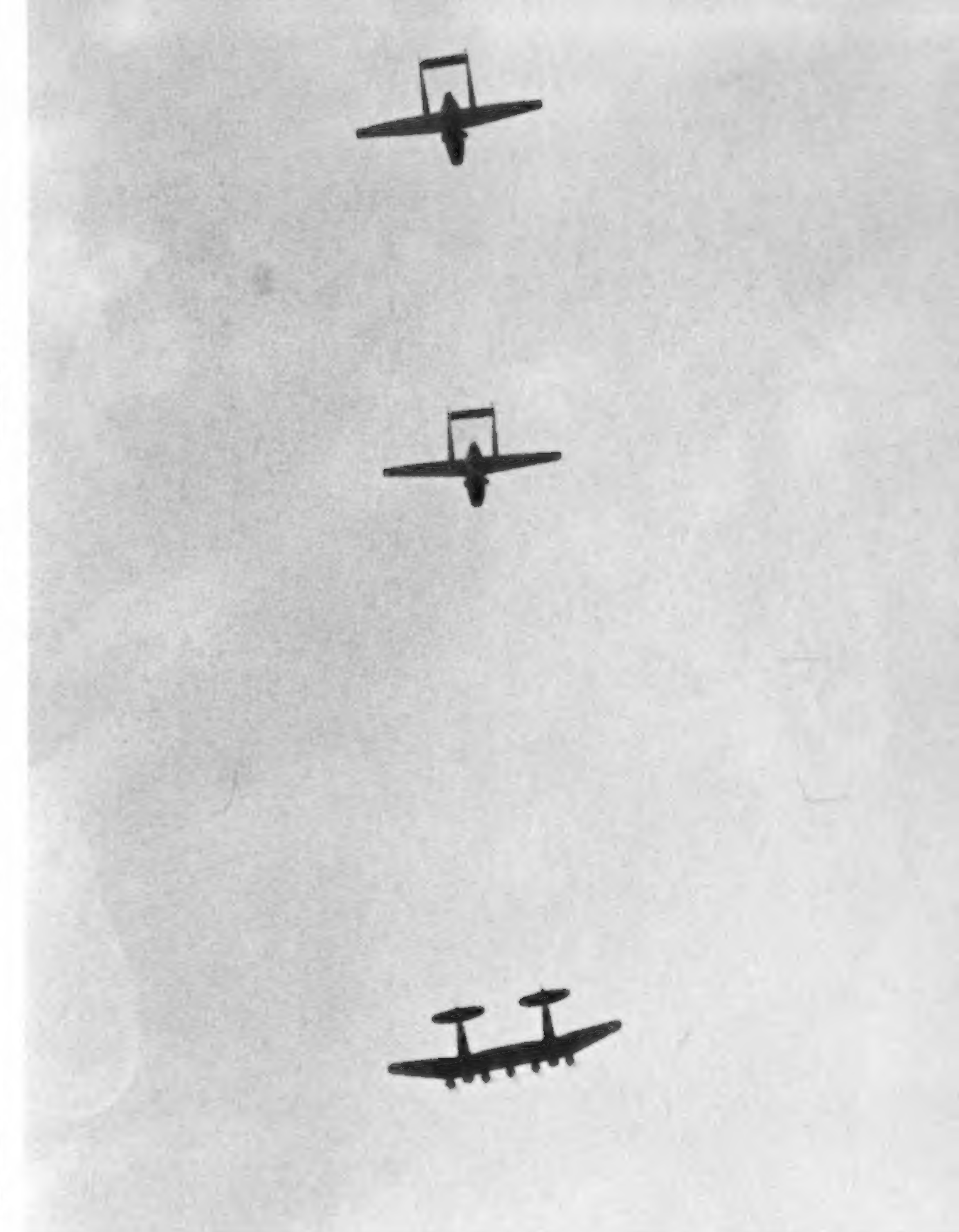


Left: Another shot of "White Ten" before takeoff. The colorscheme appears to be splotches of tan applied directly over the dark green base color of the glider.





A very interesting photo of a Ju52 transport towing a Go242 across the snow-covered Russian steppes during airlift operations on the Southern Russian Front in 1942.



Above: The He111Z towplane as it tows two Go242's in tandem. The He111Z was comprised of two He111 twin-engined bombers, plus a fifth engine mounted between the fuselage.

Left: A rare photograph, not so much of the Go242 on the ground, but for the Heinkel He111Z towplane flying over. Very few photos of the He111Z in flight are known to exist or have been published before.



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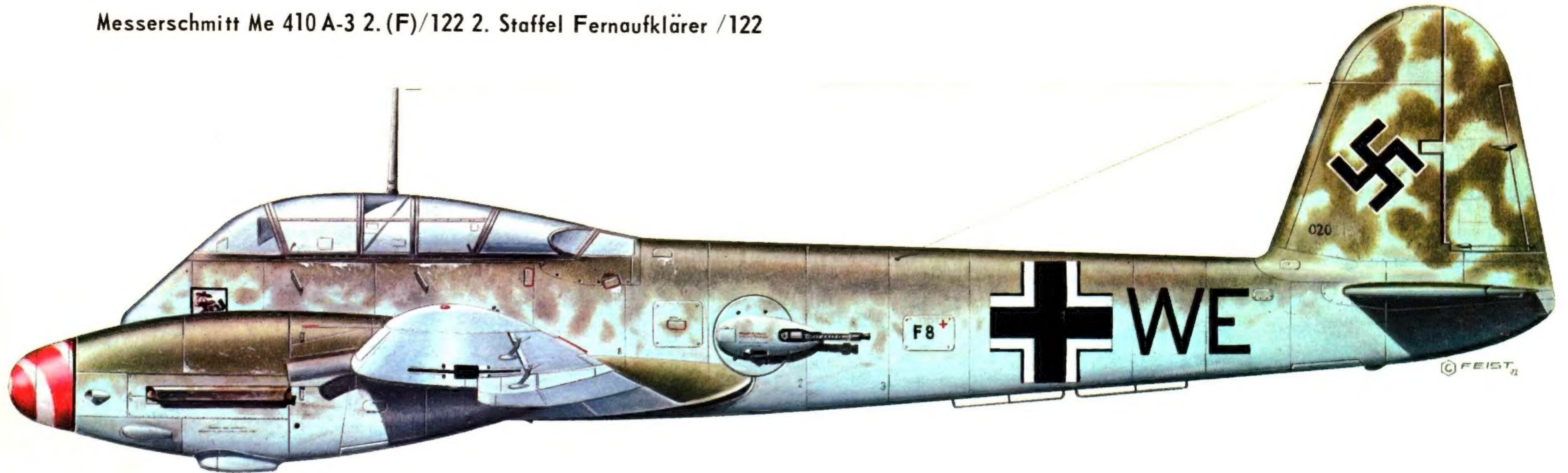


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